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# MACKEREL GOES ON QUOTA

IN A BID to regulate landings and prevent an over-supply of mackerel Scottish fishermen introduced a quota of 50 units per crewman at the west coast this week (Tuesday night).

On Tuesday they landed 2,000 tons of mackerel and one purse at Ullapool turned out 1,200 units. Only 330 tons of the mackerel was sold for human consumption.

Fish meal plants were full and fishermen were told they would be unable to handle more supplies before today, (Friday).

This week there was concern at Aberdeen and Fraserburgh over the possibility of redundancy among hundreds

of workers at major herring processing plants.

D. A. Macrae Ltd of Fraserburgh, where 500 people are employed, has applied for temporary employment subsidy from the government. In spite of every effort to increase sales and cut costs, the current trading situation is producing far heavier losses than could be sustained.

"We are suffering the same way as Macrae with a shortage of supplies — but we have no immediate plans to do anything and we are not paying people off", said Mr. Sealey.

If the government subsidy

could be secured within 90-days jobs could be saved.

Barry Sealey, director of Seafoods Division of Christian Salvesen, which operates the large Aberdeen plant Clabon Ltd, which employs 289 women and 178 men, said the problem was over capacity in the industry.

Dr. W. J. Lyon Dean, chairman of the Herring Industry Board, maintained there might be government support until North Sea stocks had sufficiently recovered to allow catching to start again.

He was confident the government would maintain the North Sea herring catch limit using unilateral measures if necessary, and by May 1979 there would be sufficient North Sea stocks to allow a total catch of about 100,000 tons.

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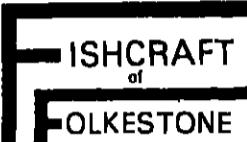
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WANTED shrimp riddle rotary 4/4, cash. Telephone: Downham Market 2380.

LIFERAFTS wanted, we purchase all types of liferaft, date of manufacture, make and model required. Tel: 01-948 7548. C-14 Chapel Road, Tiptree, Essex. Telephone: Tiptree 815548.

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Crab claws and winkles, boiled or alive. Live lobsters. Box No. 377.

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shrimp riddle rotary 4/4, cash. Telephone: Downham Market 2380.

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## WANTED

GOOD buyer of quality pollock, smoked, wet

# STORM SWEEPS BOAT ON TO SANDS

THE FOUR-MAN crew of the Grimsby inshore vessel *Shearbill* was rescued in heavy seas by the Humber lifeboat early on Thursday last week after running ashore on Haile Sand, near the southern entrance to the Humber.

**'Pair men out-fish seiners'**

TWO PETERHEAD white fish pair trawling partnerships — *Morning Dawn/Unity* and *Constant Friend/Starlight* — have made some successful trips working traditional North Sea seine net grounds.

The vessels have been using a high-opening nylon white fish pair trawl developed by Apeldoorn, the famous Dutch net manufacturer.

A spokesman for Caley Fisheries Group Ltd., the UK agent for Apeldoorn, stated that the skippers were extremely pleased with their fishing results.

They were catching large quantities of haddock and whiting, and appeared to be out-fishing seiners working in the area.

A second point which has impressed all four skippers is the fact that this fishing is economical on gear.

## Four runs in Zodiac save crew

deeper water some distance away, but it parted as soon as it came under strain.

As the tide ebbed away, leaving insufficient water for a further attempt, Skipper West was finally brought off. The Humber lifeboat later landed them at Grimsby. None was injured.

Repeated efforts to get near the inshore boat had resulted in the lifeboat touching the bottom several times.

Instead, the lifeboat's 11ft. inflatable Zodiac, manned by lifeboatmen Sid Rollinson and Bob Major, was used for the first time in a Humber rescue.

In difficult conditions, and with a heavy swell running, *Shearbill* was being pounded by seas which lifted and bumped her violently on the bottom. The Zodiac had to make four separate runs to rescue the men individually.

Last off was Skipper West, who had remained aboard in a final effort to get *Shearbill* afloat.

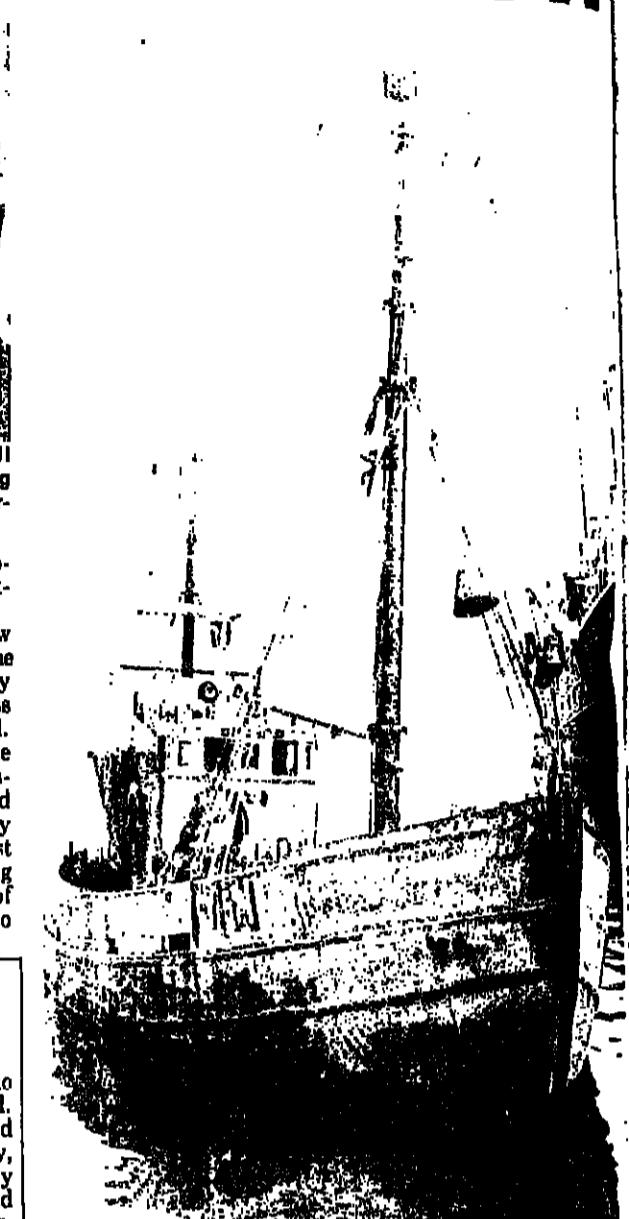
The lifeboat succeeded in firing a towing line aboard by rocket as she stood off in

divers looked at her hull to see if she could be refloated. Peterhead Coastguard Rescue Company stood by, but the crew successfully refloated her at high tide and she was able to enter the harbour under her own power.

## Boat hits rocks

THE SCOTTISH vessel *Our Catherine* was in trouble last week when she ran aground on rocks north of Peterhead harbour.

Six crew members refused to move off the vessel until



# MORNING DAWN/UNITY CONSTANT FRIEND/ STARLIGHT

continue their successful white fish pair trawl operation using an "APELDOORNSE" high opening nylon white fish pair trawl on normal seine net bottom.

... "They are catching large quantities of haddock and whiting and appear to be outfishing the seine net boats working in their vicinity."

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# No pay-out for barred drifter

NO COMPENSATION for loss of earnings will be paid to the owner of the Harris herring drifter *Constant Friend* because of an EEC herring fish ban put into force off the Scottish west coast.

This is made clear by Hugh Brown, Scottish secretary of state with responsibilities for fishing, in a reply to the Rt. Hon. Donald J. Stewart, MP for the Western Isles, who took up the matter on behalf of John Mackinnon of Scadabay, Harris, the owner of *Constant Friend*.

Mr. Brown says that, while he appreciates Mr. Mackinnon's problem, this is the position for many in the fishing industry who have been affected by the reduction in fishing opportunities, due to the depleted state of stocks, and to the measures necessary if the stocks are to be enabled to recover. The restrictions were being felt not only in the UK but in other EEC countries as well.

He then added: "I am afraid, however, that it has not been UK policy to pay compensation to those affected by measures taken to conserve fish stocks. The reason for this is that the purpose of such measures is the longer term benefit of the industry itself.

Mr. Brown also felt that it would really only be over the longer term that one could assess, with any accuracy, the effect of the recent ban on fishermen's earnings.

Mr. Stewart MP said: "Since Mr. Brown refused to exempt from the ban on fishing herring the two boats fishing by drift nets in the Western Isles (*Constant Friend* and *Seafarer*) it is an indefensible position for him to reject the claim.

"I will be pointing out to Mr. Brown that the British

REDCAR lifeboat was launched in the early hours last Saturday to aid the fishing vessel *Tees Seal* which was firing red flares three miles off the Saltburn coast. Hartlepool lifeboat and the Whitby keel boat *Golden Hope*, skippered by Ron Frampton, also joined in the search.

*Tees Seal* and her crew were found safe, in very rough seas, and she was escorted back to Hartlepool.

Mr. Brown that the British

## COMMENT

ON WEDNESDAY the World Fishing series of exhibitions crossed the Atlantic for the first time to open up in Halifax, Canada. Looking at the present state of European fishing, it is not surprising that the organisers of the show have moved off to pastures new.

With many British fishermen visiting the show, the irony of the situation in North America will not be lost on them. They will be seeing a nation sitting on a potentially rich new area of fishing — through its declaration of a 200-mile limit — without the resources to develop it. The situation in their own country is quite the reverse: all the ships and technology but nowhere to use it.

While it might seem that the two industries are at opposite ends of the scale, there are some useful pointers from Canada on the vexed question of licensing. It now seems that we are on an inexorable march towards a complete licensed fishery. Canada already has this and it is proving a disaster for her fishermen.

The system being imposed seems totally inflexible. A boat is given a licence for one type of fishing only; when that season is over she has to be laid up.

Although it is freely accepted that the only real control of fishing effort is through licensing, this is not without its dangers. The word "licence" in itself means that it must be discriminatory.

After all the encouragement given to fishermen to develop multi-purpose boats, a licensing scheme modelled on the Canadian system would be little short of madness. While of necessity licensing must be discriminatory, it must not be allowed to put men and their boats out of work for long periods of the year.

## Tax bonus?

FISHERMEN are likely to benefit from increased flat rate expense allowance for tax purposes.

This follows representations by the Rt. Hon. Donald J. Stewart, Scottish Nationalist MP for the Western Isles.

Despite inflation, these flat rate expenses — normally allowed to cover the costs of protective clothing and necessary tools and equipment — have not been increased over the past few years.

In the case of *Illumble*, the skipper was fined the maximum under Irish laws of £100 and his gear and catch (hake, bream, monkfish and other assorted species) ordered to be confiscated.

Later the skipper lodged in court £4,820, the value of his gear and catch, and was allowed to sail pending a possible appeal.

In the case of *Jose Antonio Emmanuel*, the skipper was again fined the maximum of £100 and ordered to pay £30

# LIMIT FINES

expenses. His gear and catch were ordered to be confiscated and he later lodged the value of them, £5,803, in court. She was then allowed to sail.

The skippers were complimented by Justice John Garavan on the way in which they had met the charges.

## TWO FINES

AN ABERDEEN skipper was fined a total of £100 when he admitted otter trawling off Uysa Isle on May 8 this year and failing to display proper fishing signals.

He is George Smith of *Scotish King*. He was fined £75 for illegal fishing, and £25 on the signals' charge, at Lerwick Sheriff Court.

*Barnets of Frying Pan Alley Ltd.*

A VITAL PART OF ASSOCIATED FISHERIES

September 1977.

SMOKED SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS  
"Young Barnett has a lean and hungry look; he fasts too much; such men are dangerous."  
- o - o - o -

What I really hoped to do was to go into the writing-room, sit down, and send each of you a letter saying, "Hope you are well as it leaves me at present. The weather is lovely and the people are friendly. Having a good time and wish you were here." But I'm not allowed to. For start, that Certain Person will not sanction the piffling outlay of a few bob for notepaper, stamps and envelopes.

And this parsimoniousness (meanness, dear) from a man who's Chairman of a company with a yearly turnover of damn nearly one hundred million smackers ... it's hard to believe, isn't it? There's madness for you. A plague on His plugs, a murrain on His manfold and curses on His Corniche !

Secondly, it would not really be true to say I'm well. On the contrary I think I'm dying. Starving. So far today, By Scouts' honour, all I've been allowed is my daily ration of three glasses of hot water, each with its own dear little slice of lemon floating excitingly on the top. And if I behave myself nicely, I'm granted another delicious glass because I have my sauna and massage and lay me down to sleep and dream of you, around 9 p.m.

I ask myself — and you — can a young lad like me, slowly approaching manhood, really be expected to exist — survive — as a warm, normal loving human being, on a diet of lemony water and fearful callisthenics ?

No chap, even of my amazing virility, could possibly function, fight, fandango or anything else, on this diet. I'm also expected to throw my weary, partly body about in a series of violent exercises, which includes strenuous attempts to touch my toes. When, praise Allah, I did manage to get my backside up, down and over, I saw things I hadn't seen since I used to wet my coat blankets back in the twenties. And my fully frontal tum-tum looked alarmingly concave, quite resembling the top of a Xmas pudding, including, even, the little bit of holly.

Escape? Come home? What the devil do you mean, come home? I'm incarcerated here until the end of the week and my request for parole has been turned down.

It all started through that vixen, Angela wicked Potter — a troublemaker if ever I met one — who rudely woke me up one afternoon, handed me a cup of tea and said, "You really are putting on weight. Why don't you spend your holiday at a nice health clinic? They have ways of making you fit. Do you a lot of good."

Although the idea sounded as welcome as a double hernia, I was honest with myself and wondered if just attending Harrod's January sale was really enough to keep me fighting fit and ready to, one day, get into the boardroom and take over from him. (And believe me, friends, I will. I owe it to my mother, my granddaughters, John Silkin and the nation). Perhaps, I thought, I should listen to A.W.P.'s advice and make a brave effort to undo what my rapacious appetite had done.

So here I am, poor innocent, striving hard to become twiggish, doing my porridge at Shrubland Hall Health Clinic in the company of some rather charming persons, many of whom are repeat offenders and long-time lags. I was quite surprised to find the scree here so understandingly sympathetic. Even the prison doctor, who inspected my well-fleshed body on arrival, was apologetic when he murmured that, although he doubted if, at this late hour, he could do much to save or preserve me, he'd have a damn poor try and wouldn't give up fighting the good fight while there was still an ounce of breath left in my body ... what dedication!

I'll murder that olive-dick when I get back to dear Queen Anne's Gate and lovely, lovely associated fish... if I ever do !

Mr. Smith of *Frying Pan Alley Ltd.* and me

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## Port has 850 jobs at stake

THERE IS an urgent need for a 50-mile exclusive British fishing limit to ensure the future of Fleetwood, according to a new survey.

North-West Economic Planning Council and Wyre Borough Council make the following points in their joint report:

At present fishing and associated inshore activities provide one in every five jobs at Fleetwood, where an estimated 13,190 people are employed. Nearly 1,000 are directly engaged in fishing.

Merchants, processors and fish transport provide another 780 jobs and 400 people work in shore-based supply industries ranging from marine and electrical engineering to ship building.

On the basis of the survey it is believed that 850 jobs could be at risk if the deterioration of the fish landings continues.

The report comes to the conclusion that the following measures are necessary to safeguard the local and national future of the industry:

Securing exclusive rights in UK waters for the whole of the UK fleet, either within or outside the terms of the Common Fisheries Policy.

Adopt proper conservation measures and more effective means of enforcing them.

It is also stated: "Because there are now very real reasons for concern about the fishing industry's future, there must also be concern for the future of Fleetwood itself.

It is, therefore, of the utmost importance that those involved either with the negotiation of the future fisheries regime, or with the economic welfare of localities in the less prosperous regions of Great Britain, should be aware of the significance of the fishing industry to the Fleetwood community".

## MACKEREL: SIX-MILE ZONE BID

AN ALL-OUT drive to stop industrial fishing of mackerel and to create a six-mile limit to exclude distant water fishing vessels are now both on the cards for the south-west this winter.

Mrs. Lawry, secretary of the Cornish Fish Producers' Organisation, spoke on Sunday about a meeting at the Ministry of Fisheries last week during which senior members of the fishing industry met top civil servants for the most important "protect the mackerel" conference yet.

"We were given a proposed set of measures to check this and were asked for our opinions. Many of the minister's proposals are very sound, but they won't please everyone.

"We said what we could and could not accept, and made suggestions which they were now going to chew over.

They want very much to reduce industrial fishing.

"If they could achieve this and see that all manners of fishing get a fair crack of the whip they will have done very well".

Mrs. Lawry said that in the immediate past there had been a great deal of intimidation.

THE YARD of Maritem Industries at Carrigaoe, Cobh, Co. Cork, has delivered the steel-hulled 86-footer *Golden Dawn* to her skipper.

The craft is fitted out on a Dutch hull. She is powered by an 850 bhp British Polar diesel and has a cooled fish hold.

More details of *Golden Dawn*, built for Skipper Patrick O'Driscoll of Cape Clear, Co. Cork, in *Fishing News* next week. She is seen (below) on trials.

One point forced had by the CPO was the creation of a three-mile belt into which distant water vessels could not go. This would be on top of the existing three-mile limit which at present excludes trawlers from fishing grounds.

Mrs. Lawry said: "It is essential that there should be segregation of the big fleet trawlers".

There are 14 of these big ships coming down and by have all been displaced to other parts of the world. They are going to follow the mackerel which is the 'healthy stock' left".

If the six-mile limit becomes a reality, policing would have to be a government effort. It was too much to expect the ratepayers to finance the men were simply not going to put up with a fringement such as had been experienced last winter.

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## LORIENT'S 'JONES BANK' LANDS Fleetwood banking on the French

FLEETWOOD'S efforts to bump up fish supplies began to pay off last week with the arrival of the Lorient stern trawler *Jones Bank*

and 80 of blue ling, which day to bring high prices for most varieties.

The French vessel came to the port from the western grounds with 658 kits, including 30 of hake, 300 of cod, 15 of haddock, 175 of coley

"I think it has sold reasonably well particularly in view of the fact that today (Friday) is traditionally a bad day for marketing fish.

"This is one of the days when the trade collapses because people are ready to go on holiday. In future I think they will get better prices than they got today — and the prices today are better than they have been all this week.

"The trip was well supported by merchants. It has been very good and we want more".

Dennis Bond, general manager of Boston Deep Sea Fisheries at Fleetwood which acted as the ship's agent, said the owner of *Jones Bank* had said he was satisfied with the return on the catch.

The vessel, or one of her sister-ships, would return in September.

*Jones Bank* had a brief stay in the port. On the day of her landing a new crew arrived from France and the vessel sailed on the evening tide.

There were also some good returns for local stern trawlers — notably the pair *Armana* and *Navena*, skippered by Tom Christy and John Burns. *Armana* landed 529 kits

(160 of cod, 90 of haddock and 160 of coley) for a grossing of £14,634. *Navena* had 754 kits (200 of cod, five of hake, 80 of haddock and 270 of coley), which sold for £19,370. The vessels were at sea 14 days.

It was again a week of mixed fortunes for vessels returning from Rockall, with prices varying from day to day. Top ship from this area was the stern trawler *Irana* (Skipper Victor Dingle). She made £20,728 from 765 kits.

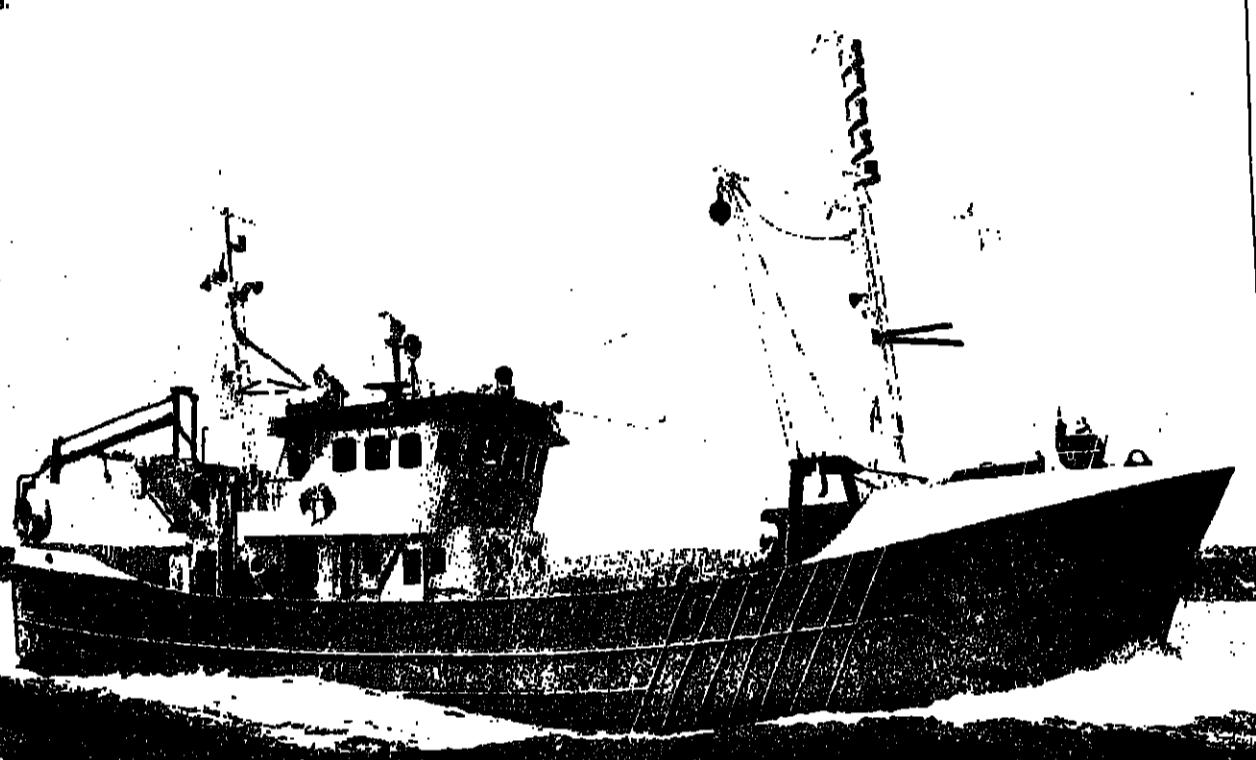
This compared with £16,035 grossing of *Irana's* sister-ship, *Gruina*, which returned from Rockall with more fish — 785 kits — but hit a much lower market.

### Prices

There was also a disappointing grossing for the stern trawler *Jacinta* (Skipper Tony Barkworth) which arrived back from Rockall with 664 kits to make only £14,198.

It was *Jones Bank's* fish which brought some of the top prices, with her cod selling for more than £40 to £60 a kit.

**FRENCH** fishermen have again been blockading a port. Fishermen at La Rochelle set up a blockade on Saturday in protest at a ban on commercial fishing within half-a-mile of the shore. The fishermen lifted the blockade, which had delayed a sailing race, after an assurance on fishing rights.



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## Holiday trade holds up

**GRIMSBY** trawler owners and fish merchants got a shot in the arm last week when trade, which normally flags immediately before a Bank Holiday, stood up really well.

Only the possibility of the early week ice strike being prolonged threatened to hit prices. Once it had been cleared up, there was brisk buying in all sections.

For the second week running the Boston Group did not have a solitary local trawler landing. With Consolidated Fisheries restricted to just one of its 140-footers in the distant water section, BUT again scored heavily from three Bear Island trips.

Biggest landing of the week came from *Ross Ramillies* (Skipper Ray Pepper) which got the ball rolling on Monday's iceless market with a turnover of 1,762 kits including over 1,600 of codstuffs and 200 of rockfish. Her 26-day trip raised £68,284.

However, *Vivaria* (Skipper Roy Kurz) picked up the week's top grossing of £68,908 when she landed an almost identical trip in make up after a 24-day outing. She turned out 1,616 kits, the most third-placed *Ross Jumbo* (Skipper Magnus Garside) with £20,470 from 802 kits.

Both vessels landed heavily on haddock and coley, as did third-placed *Ross Jumbo* (Skipper Magnus Garside) with £20,470 from 802 kits.

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# ANOTHER ICE SHUT-DOWN

GRIMSBY'S fishing vessel owners went through another period of delayed sailings last week.

During the weekend ten ice-trimmers went on an unofficial strike only two days after 35 process workers at the Grimsby Ice Co.'s factory had resumed production after settlement of a bonus dispute supported by strike action.

The trimmers, who operate chutes for icing trawlers and seiners before they sail, walked off the job on Thursday last week, following the rejection of an increase in pay similar to that accepted by the process workers.

Almost immediately the council of the Grimsby Fishing Vessel Owners' Association met and, afterwards, issued a statement to the effect that no

prawns in vacuum packs.

## PRAWNS BACK

FINDUS peeled prawns, withdrawn from the market because of supply difficulties, is to be relaunched today.

Distinctive new 200g. (7.05 oz) packs are suitable for both supermarket and freezer centre sales.

They are Greenland prawns in vacuum packs.

SIR, On behalf of Mourne herring skiff fishermen I would like it to be made known about the raw deal we are receiving at the hands of the EEC in its complete closure of the Mourne stocks without any consideration of our traditional rights or way of life.

To avoid the new crisis, some owners put vessels to sea with instructions to take ice at other ports.

It is understood that the trimmers' wage structure is different to that of the process workers.

They are catching the herring by bottom trawl in this very important spawning ground and are killing the future stocks that lay spawned on the seabed with their trawl doors; mid-water nets take small herring that have not reached the age to spawn. Trammel nets just take the mature herring that have almost run their life span.

The skiffs should be allowed to fish on because of two reasons:

(1) If these stocks had been only fished by trammel nets there never would have been any need for conservation.

(2) The Mourne stock as we know it only appears off the Isle of Man to our shores and,

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while they claim that the Mourne stocks are now mature, they are allowing trawlers to fish the very same area outside the 12-mile limit.

In our opinion, and I'd say in every right thinking persons opinion, the skiffs should not be penalised to save the herring so they can be wiped out in the very near future by the trawlers which have brought them to their present state.

We would like to have better hearing, because we are depending on being able to catch the herring to augment our yearly earnings and help us for our boats. Also the use of equipment in which we sunk our life savings.

M. T. COOK  
Spokesman for Mourne  
Boats Assoc.  
34 Abbey Rd.  
Kilkenny, Co. Kilkenny

It is only since the big trawlers started to participate in this fishing around 12 years ago that there has been any great harm done to the stocks, e.g. by trawl doors tearing up the spawning grounds and the big mid-water nets taking large and small herring.

We are not against the trawlers participating, but why should we suffer for their sins?

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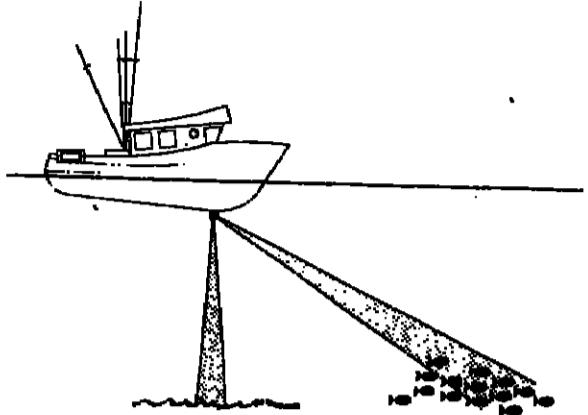
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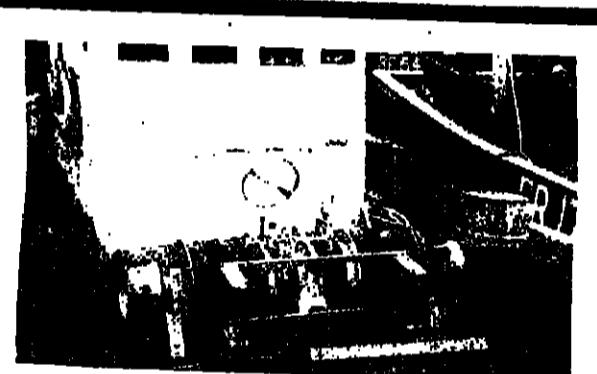
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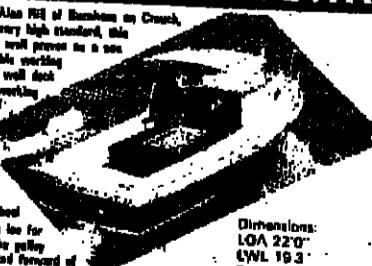
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## Catching mullet by skiff

"WE HAVE BOUGHT a double-ender, which used to be a Norwegian purse seine skiff, and we are fitting a wheelhouse in her."

"Someone will take all the mullet we can send and so we are starting on mullet."

"Any information would be helpful."

"The species of mullet which you are most likely to catch is the thick-lipped mullet which, as you doubtless know, has a grey-green back and a white belly but in the water appears to be a silvery-grey."

It enters estuaries and rivers in spring and early summer, and returns to the sea when first frosts occur in autumn.

It feeds on small organisms found in weed; also by scraping mud bottom and extracting decomposing vegetable matter.

It grows to a weight of 4 or 5 kilos but you are seldom likely to catch any weighing much more than two kilos.

Grey mullet can be speared and caught with hand lines but in most places are only taken in commercial quantities with trammel, gill and beach seine nets.

In Hampshire and Dorset a hybrid gill/trammel net has been used with success. This type of net is between 100 and 350 metres long and consists of a gill net with armouring on one side. It was customary to set it in a circle with the armouring on the outside and frighten fish into the net by splashing with oars or posser in a small boat.

If there is not much weed about, you can take large quantities of mullet in trammel nets economically, and also tangle a few bass which fetch a much higher price.

As there are likely to be occasions when sometimes I won't be able to lift pots for a few days, I am going to use parlour pots instead of the sea.

"I HAVE DECIDED to give up fishing full time and go lobster and crab potting part-time during the season.

"As there are likely to be occasions when sometimes I won't be able to lift pots for a few days, I am going to use parlour pots instead of the sea.

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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£56,335: *Vivaria*, BUT (Sk. R. Kurz), 1,615k, BI, 24 days.  
£53,199: *Ross Ramilles*, BUT (Sk. R. Pepper), 1,762k, BI, 25 days.  
£42,221: *Northern Reward*, BUT (Sk. W. Harris), 1,156k, BI, 24 days.  
£30,354: *Spurs*, Consol (Sk. J. Rimmer), 846k, BI, 24 days.

### Middle water

£24,036: *Ross Genet*, BUT (Sk. G. Cunningham), 1,278k, WC, 15 days.  
£22,108: *Ross Leopard*, BUT (Sk. P. McCarthy), 1,269k, WC, 12 days.  
£20,468: *Ross Juno*, BUT (Sk. M. Ganson), 882k, WC, 15 days.

£15,227: *Sando*, Taylor (Sk. N. Bray), 715k, WC, 15 days.  
£13,517: *Yesso*, Taylor (Sk. D. Venney), 547k, WC, 14 days.

North Sea  
£6,331: *Lepanto*, Lindsey (Sk. A. Wright), 265k, NS, 13 days.

### Seiners

£10,019: *Pandion*, Danbrit (Sk. B. Host), 229k, NS, 19 days.

£8,093: *Limanda*, Richardson (Sk. H. Thomsen), 250k, NS, 12 days.  
£7,836: *Ella Grethe*, John R. (Sk. R. McQueen), 290k, NS, 12 days.

£7,349: *Lockearn*, Sleight (Sk. A. Van Zandt), 196k, NS, 15 days.  
£6,984: *Susan Joy*, Chapman (Sk. F. Ebsen), 216k, NS, 16 days.  
£6,569: *Linda Lise*, Richardson (Sk. C. Olesen), 212k, NS, 16 days.  
£6,175: *Pacemaker*, Sleight (Sk. N. Moller), 173k, NS, 18 days.

### Pair teams

£18,386: *Margrethe Bojen* (Sk. Jens Bojen), 558k, and £15,718: *Frances Bojen* (Sk. J. Richardson), 479k, both John R. NS, 13 days.  
£14,456: *Samantha* (Sk. H. Thinnissen), 487k, and £14,078: *Tino* (Sk. P. Thinnissen), 461k, both Richard-  
son, NS, 13 days.  
£12,516: *Green Valley*, Danbrit (Sk. R. Younger), 314k, and £9,476: *Paul Antony*, Richardson (Sk. F. Josef-  
sen), 224k, both NS, 13 days.  
£10,202: *Laurids Skomager* (Sk. Jorgen Bojen), 300k, and £10,088: *Anna Michelle* (Sk. A. Camburn), 298k, both John R. NS, 11 days.

### Pair teams

£19,730: *Navena* (Sk. J. Burns), 754k, and £14,634: *Armania* (Sk. T. Christy), 529k, both Marr, 14 days.  
£15,383: *Norina* (Sk. F. Wilson), 726k, and £11,576: *Idena* (Sk. W. Taylor), 527k, both Marr, 15 days.

## HUMBER VESSELS DUE

GRIMSBY  
Expected during the week from  
Bear Island: *Lord Jellicoe*,  
Gillingham, *Prince Philip*,  
Boston *Comanche*, *Ross*,  
*Kahm*, Northern *Gift*, *Ross*,  
*Renown*. From Faroe and

Westerly: *Tokio*, *Blackburn*,  
*Rovers*, *Carlisle*.

HULL  
Expected during the week from  
Bear Island: *St. Gerontus*, *Arc-*  
*tic Rebel*, *Ross Trafalgar*,  
*Kingston Amber*, *Ross Altair*.

## PORT MARKETS

THURSDAY, AUGUST 25  
from 18 boats met a good demand. Prices: shelf cod, £4.50/£6.50; codling, £3.50/£4.40; sprat, £2.50/£2.70; herring, £1.50/£2.50; best small, £1.16; small, £1.50; plaice, £1.10/£1.16; large haddock, £4.20/£4.60; medium, £3.80/£4.20; large plaice, £3.80/£4.30; best small, £2.60/£3.70; lemon sole, £1.50/£1.78; small, £1.50/£1.60; large skinned dogfish, £1.50/£1.60; large lemon sole, £1.50/£1.60; small, £1.50/£1.60; per box, lobsters, £1.40/£1.40.

TUESDAY, AUGUST 30  
GRIMSBY  
A moderate supply of 3,450 kgs

### LOWESTOFT

£13,660: *St Georges*, East Coast (Sk. R. Jonas), 437 k, NS, 11 days.  
£13,620: *Suffolk Monarch*, Hobson (Sk. E. Read), 479 k, NS, 12 days.  
£13,406: *St. Patrick*, East Coast (Sk. D. Besford), 486 k, NS, 12 days.

£12,916: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£12,903: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£10,793: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£29,300: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£24,175: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£23,176: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£22,900: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,906: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,893: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,880: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,875: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,867: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,860: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,854: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,850: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,846: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,840: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,835: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,830: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,825: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,820: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,816: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,810: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,805: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,800: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,795: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,790: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,785: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,780: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,775: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,770: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,765: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,760: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,755: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,750: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,745: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,740: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,735: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,730: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,725: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,720: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,715: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,710: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,705: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,700: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,695: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,690: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,685: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,680: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,675: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,670: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,665: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,660: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,655: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,650: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,645: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,640: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,635: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,630: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,625: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,620: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,615: *Suffolk Challenger*, Hobson (Sk. D. Atkins), 445 k, NS, 12 days.

£21,610: *St. Thomas*, East Coast (Sk. J. Ketteringham), 447 k, NS 11 days.

£21,605: *St. Vincent*, East Coast (Sk. J. Peck), 429 k, NS, 13 days.

£21,600: *Westella*, Marr (Sk. R. Beamish), 1,102 kts, BI, 22 days.

£21,595: *Arctic Cavalier*, Boyd (Sk. C. Walker), 1,054 kts, BI, 23 days.

£21,590: *Kingston Beryl*, BUT (Sk. D. Grewar), 809 kts, BI, 23 days.

£21,585: *Suffolk Challenger</i*

